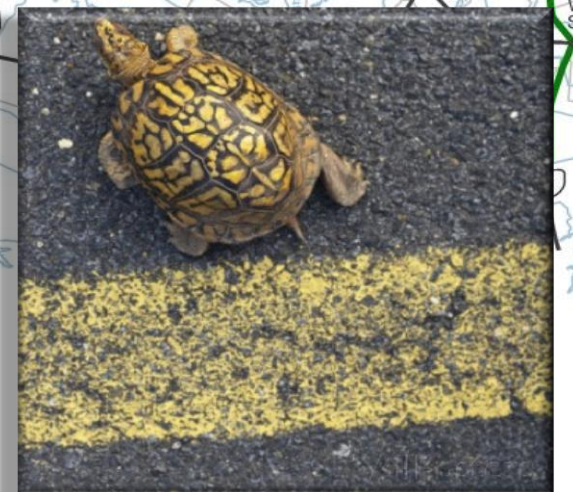




VDOT

ROUTE 3 NORTHERN NECK CORRIDOR IMPROVEMENT STUDY

WESTERN SECTION
PUBLIC INFORMATION MEETING

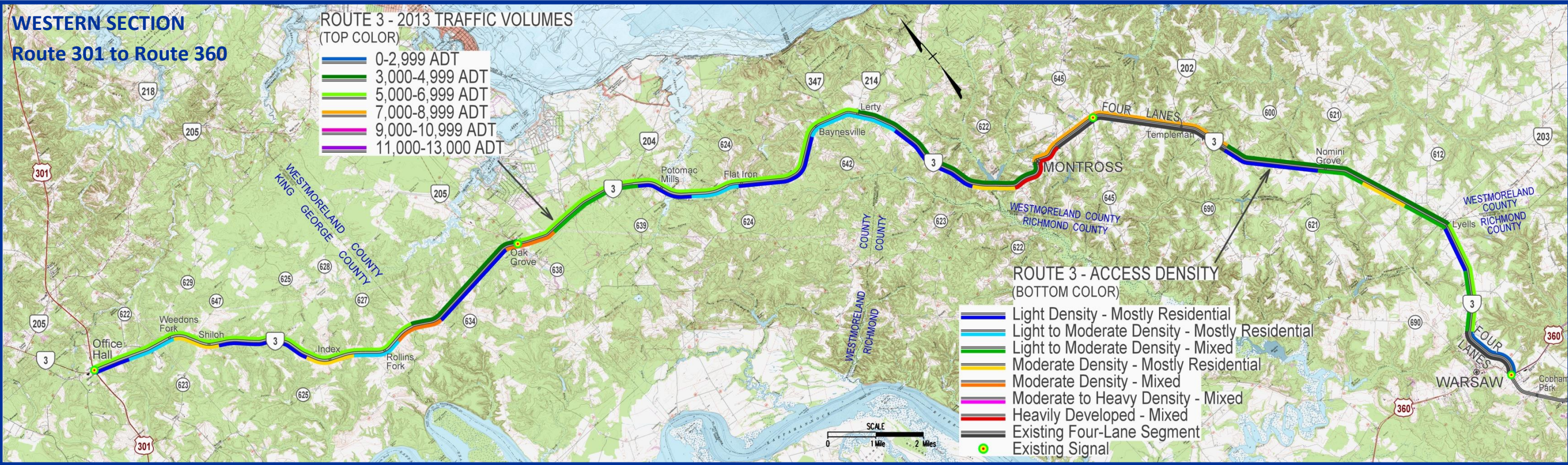
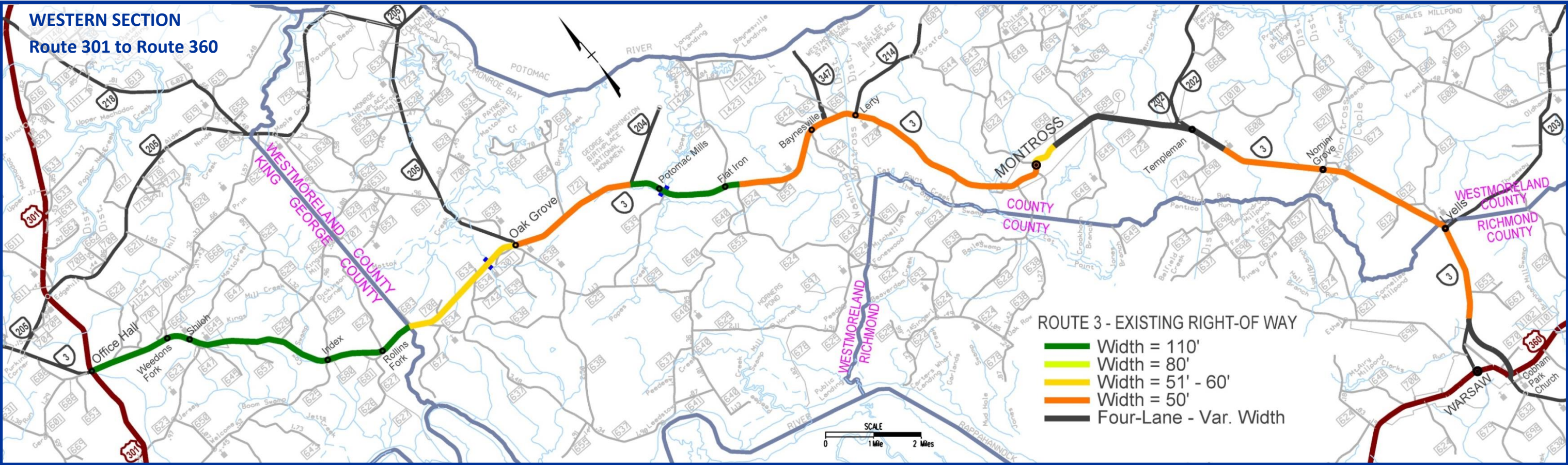


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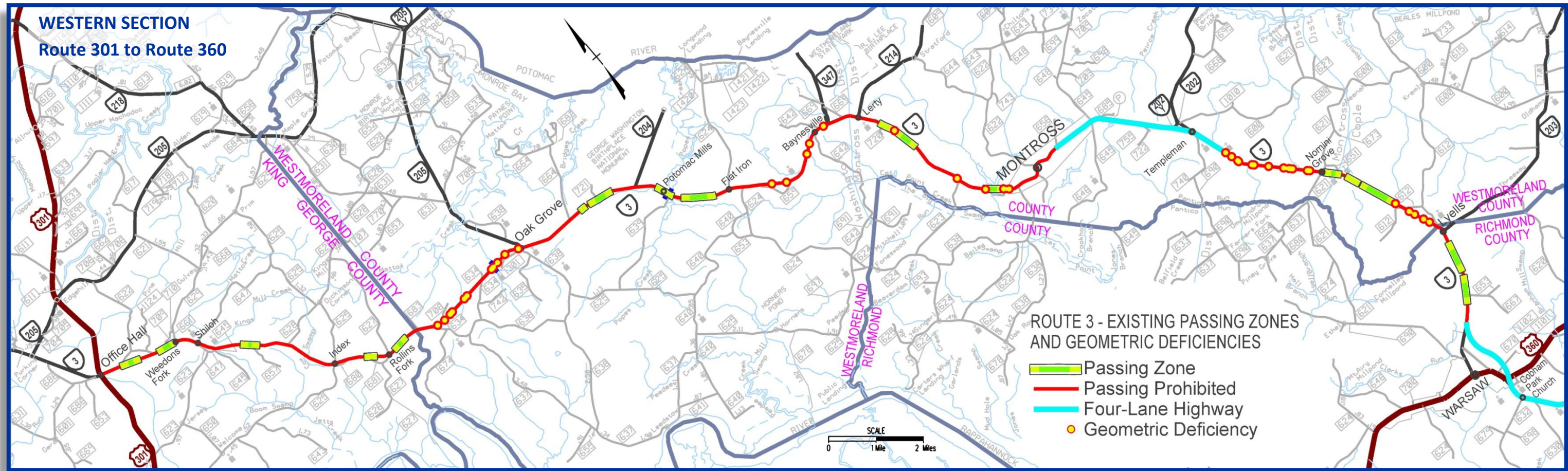
DECEMBER 1, 2015, 5:00 PM – 7:00 PM
ENGLISH BUILDING, MONTROSS
INFORMATIONAL HANDOUT



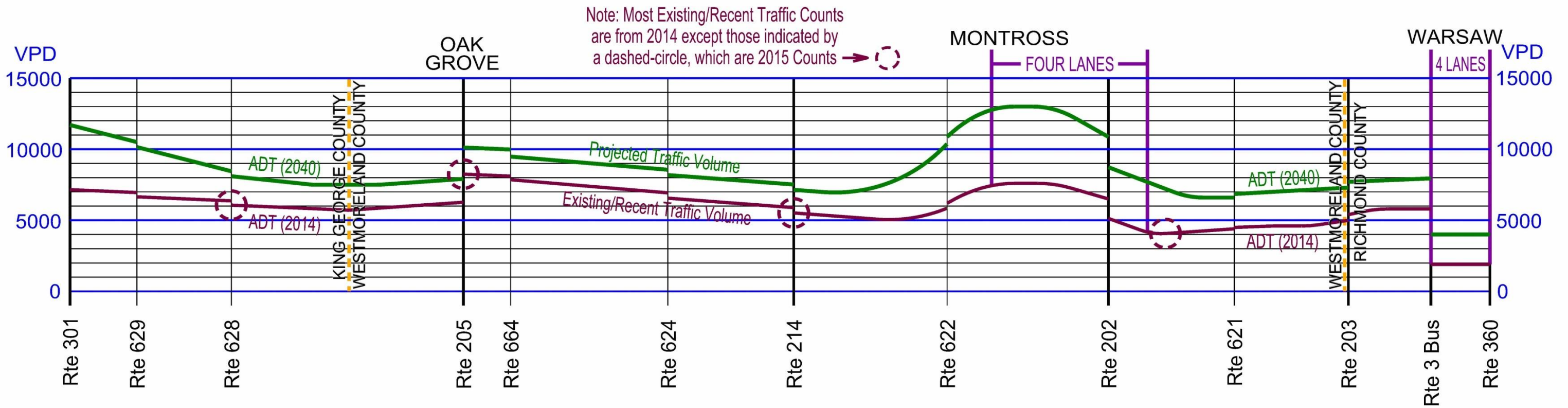
EXISTING RIGHT-OF-WAY WIDTHS AND TRAFFIC DENSITIES ON ROUTE 3 – WESTERN SECTION



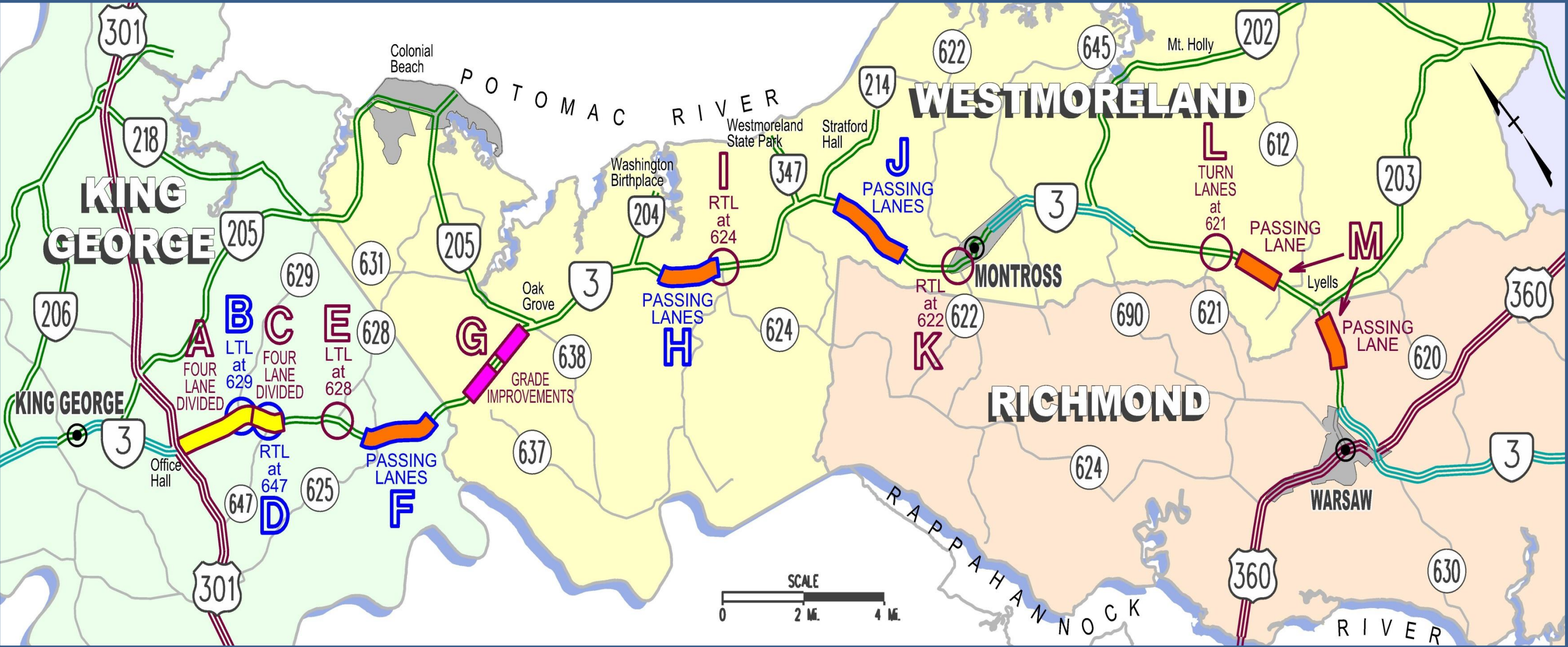
EXISTING GEOMETRIC DEFICIENCIES AND PASSING ZONE LOCATIONS ON ROUTE 3 – WESTERN SECTION



EXISTING (2014) AND PROJECTED (2040) TRAFFIC VOLUMES ON ROUTE 3 – WESTERN SECTION

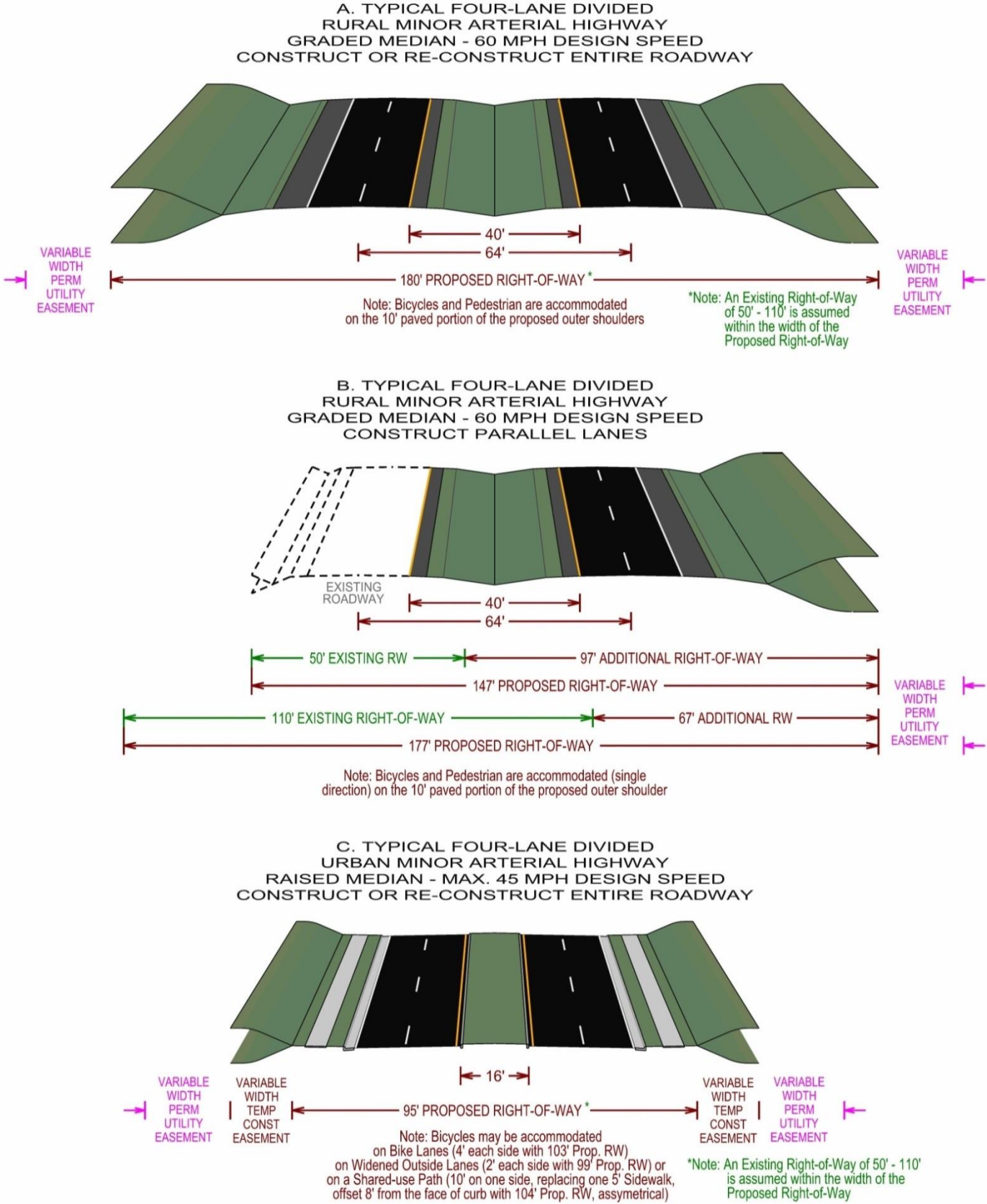


RECOMMENDED IMPROVEMENTS – WESTERN SECTION

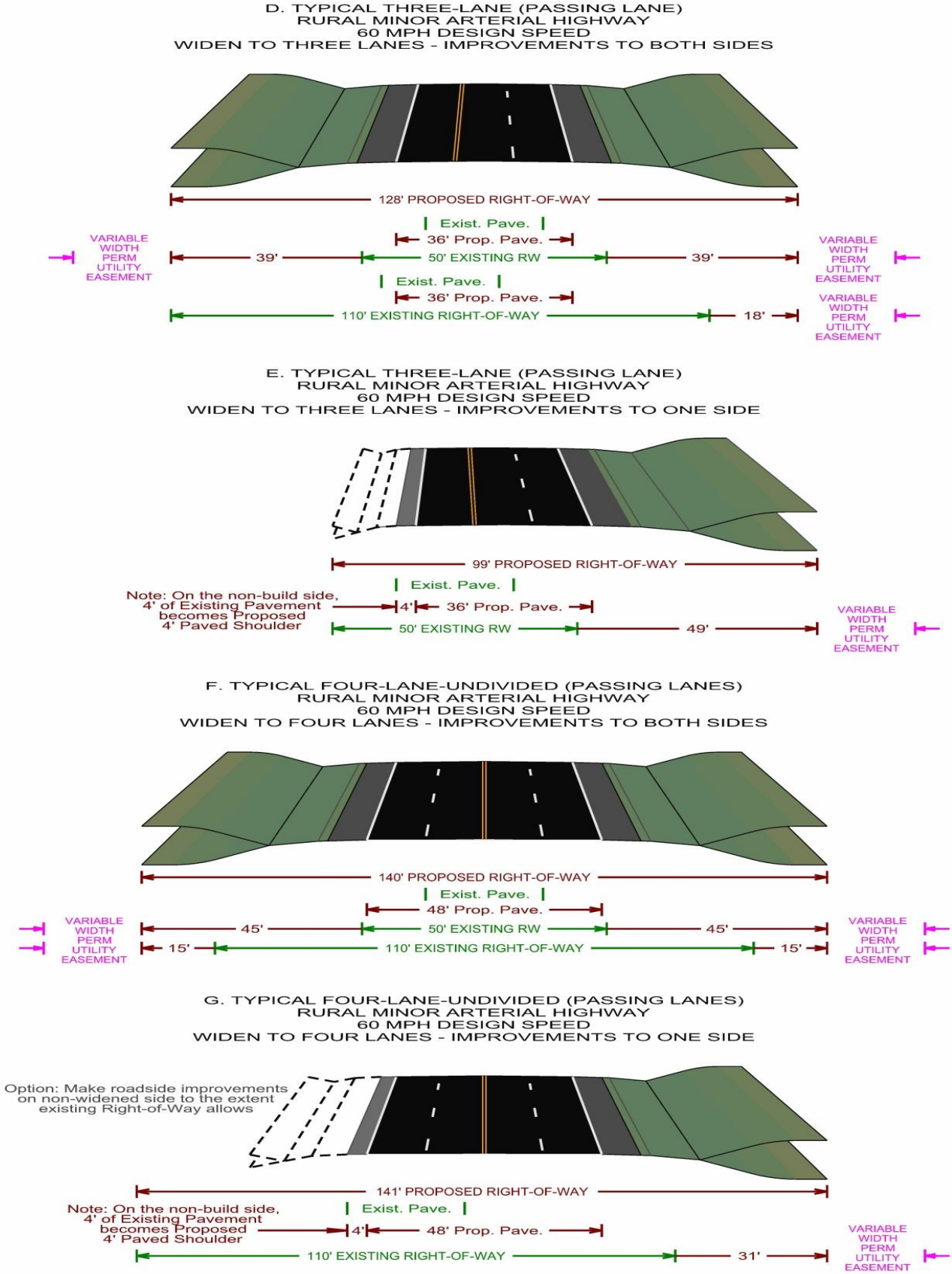


A	Four-Lane (Divided) Widening of Rte 3 from Rte 301 to Rte 629	Long-term	G	Grade/Vertical Sight Distance Improvements - Possible Passing Lanes	Long-term
B	Left-Turn-Lane @ Intersection of Rte 629 **	Short-term	H	Rte 3 Passing Lanes Western Westmoreland County ***	Short-term
C	Four-Lane (Divided) Widening of Rte 3 from Rte 629 to Rte 623	Long-term	I	Right-Turn-Lane @ Intersection of Rte 624-S	Long-term
D	Right-Turn-Lane @ Intersection of Rte 647 *	Short-term	J	Rte 3 Passing Lanes between Lerty and Montross **	Short-term
E	Left-Turn-Lane @ Intersection of Rte 628	Long-term	K	Right-Turn-Lane @ Intersection of Rte 622	Long-term
F	Rte 3 Passing Lanes Eastern King George County ***	Short-term	L	Left and Right-Turn-Lanes @ Intersection of Rte 621	Long-term
Short-term Project Priority Ranking: ***Highest **Medium *Lower			M	Rte 3 Passing Lanes @ Westmoreland / Richmond Co. Line	Long-term

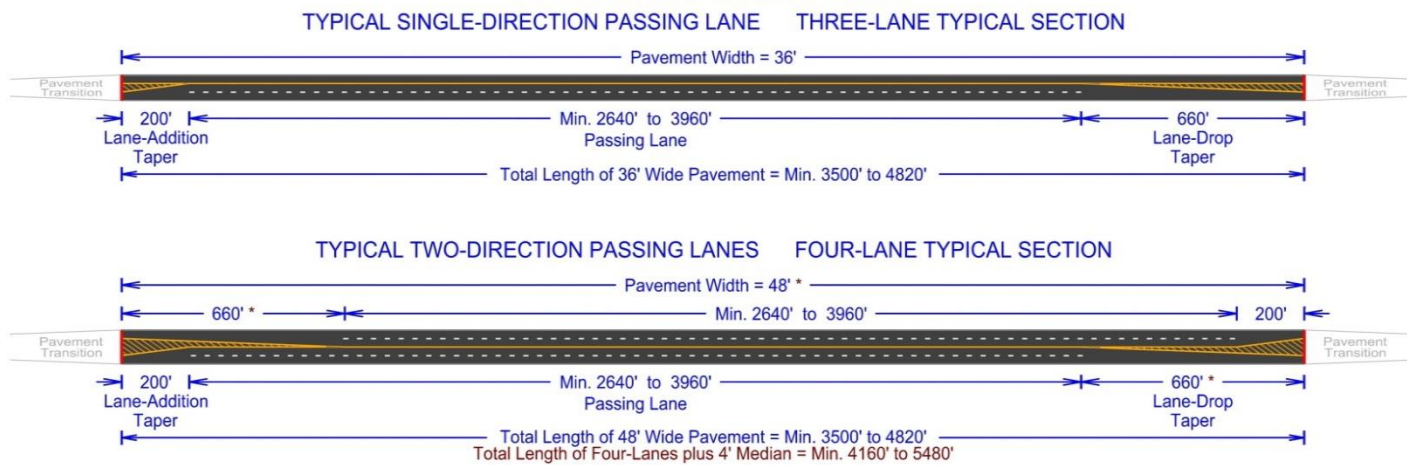
DRAFT PROPOSED TYPICAL SECTIONS – FOUR-LANE-DIVIDED



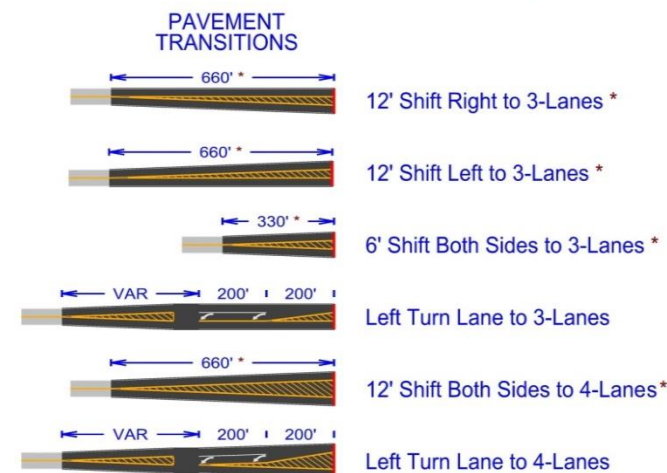
DRAFT PROPOSED TYPICAL SECTIONS – PASSING LANES



PASSING LANE DESIGN



* NOTE: If the use of a 4' Raised Median is required on a two-direction passing lane location (four-lanes wide), the width of the pavement (e.p. to e.p.) will increase by 6' to 54' wide. This will lengthen ALL 660' transitions to 990' and ALL 330' transitions to 495' where the posted speed limit is 55 MPH. Pavement Transitions will increase, as well. Pavement Transitions will be 990' for 18' Shifts (all to one side) and 495' for 9' Shifts (symmetrically on both sides).



Generally, a Passing Lane design (above) will be paired with one Pavement Transition on each end.

As a default and for estimation purposes, a 3960' Passing Lane with a 200' Lane-Add Taper on one end and a 660' Lane-Drop Taper on the other end will have a 660' Pavement Transition attached to both ends, yielding an overall Total Length of 6140'.

Actual total lengths for a single passing lane location may be shorter (by utilizing a passing lane length of less than 3960' or by using symmetrical pavement widening transitions) or the total length for a single location may be longer.

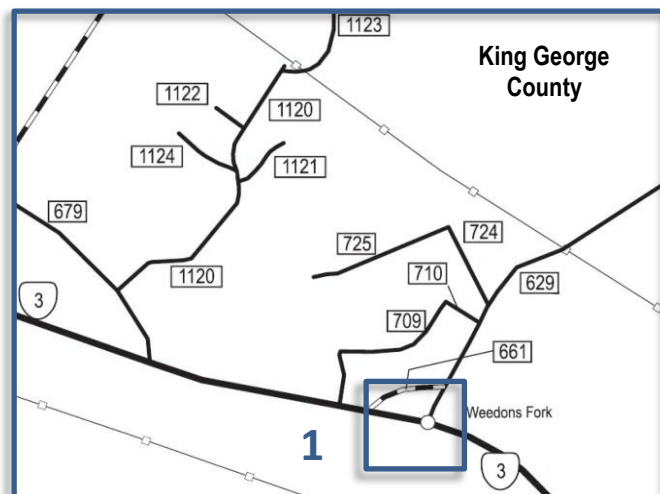
The average set of End-to-End Passing Lanes has a total length of 10,880', consisting of two 3960' passing lanes, two 660' pavement transitions, two 200' lane-add tapers, two 660' lane-drop tapers, and one 320' safety buffer zone between the lane-drop tapers. This can be reduced to an overall length of 8640' by utilizing the 2640' minimum length for passing lanes.

RECOMMENDED PRIORITY PASSING-LANE LOCATIONS WESTERN SECTION

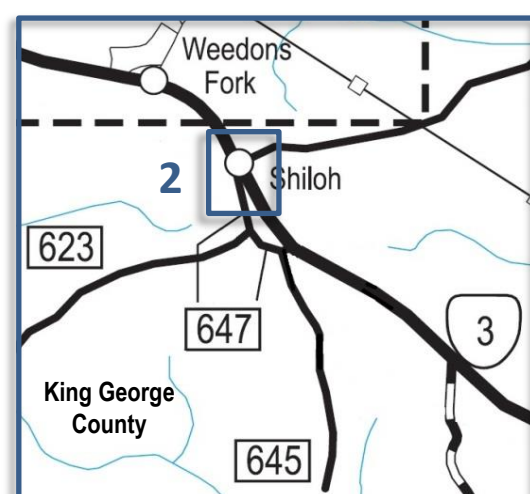


RECOMMENDED PRIORITY SAFETY IMPROVEMENTS - WESTERN SECTION

1. Left-Turn-Lane eastbound at Route 629



2. Right-Turn-Lane eastbound at Route 647



OTHER RECOMMENDED IMPROVEMENTS - WESTERN SECTION

SHORT TERM

Construct a set of Passing Lanes on Route 3 in central Westmoreland County between Route 214 and the Town of Montross.

Note: This is Passing Lane Priority #3 in the Western Section.

LONG TERM / AS WARRANTED

Construct Turn-Lanes on Route 3 as warranted at the intersection of Routes 621, 622, and 624 in Westmoreland County.

Construct Left Turn Lane on Route 3 as warranted at the intersection of Route 628 in King George County.

Construct Divided, Four-Lane Improvements on Route 3 beginning at Route 301, to be advanced to construction as traffic dictates. The most likely first phase would carry the improvements beyond the intersection of Route 629. The need for this will largely be driven by future development patterns in central King George County.

Construct improvements to the grade of Route 3 between the King George/Westmoreland County Line and Oak Grove. This will be an expensive project and should be considered only if lower-cost alternatives such as paved shoulders and centerline rumble stripe prove ineffective. If re-grading is constructed, passing lanes should also be considered for this location.

Construct a set of Passing Lanes on Route 3 in eastern Westmoreland County and western Richmond County.

Note: This is Passing Lane Priority #4 in the Western Section.